(iv) Electrification of New Delhi-Ambala-Chandigarh route.

(v) Provision of Return Journey facility through Computer terminal at Chandigarh Railway station and City Booking Office, Chandigarh.

(c) The details of action taken on the demands item-wise are as under:—

(i) Model station scheme which was introduced in 1986 has since been discontinued in 1992. Provision of amenities to passengers at stations is a continuous process and the same is undertaken wherever warrented by traffic needs depending on the availability of funds. Accordingly works of provisions of washable apron on platforms No. 1 and 4 and platform shelters on platforms No. 1, 2 and 3 have been taken up at a cost of Rs. 133.24 lakh. Coaching Terminal fecilites are also being devleoped at a cost of Rs 492.74 lakh.

(ii) and (iii) Extension of the trains upto Chandigarh or introduction of additional train services from Chandigarh is not feasible due to operational and resource constraints.

(iv) New Delhi to Ambala is already electrified. Electrification of Ambala-Chandigarh section has also been approved in the current year.

(v) At present Chandigarh is linked with the computerised passenger reservation centre of Delhi. A project has been undertaken for networking of the 5 computerised Passenger Reservation Systems of Calcutta, Mumbai, Madras, Delhi and Secunderabad, the software for which has been devleoped. Therefore, it would be feasible to link Chandigarh with the Calcutta, Mumbai, Chennai and Secunderabad Systems only after the networking system, after implementation, is tested thoroughly for its reliability and effectiveness.

Touts nabbed in Delhi

1988. DR. Y. LAKSHMI PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether touts nabbed in the recent drive in Delhi have been let off after paying a nominal fine; and

(b) if sp, the steps proposed to impose stringent action on touts nabbed and debar them from the ticketing business for at least 3 years?

THE MINISTER OF RAILWAYS. (SHRI RAM VILAS PASWAN): (a) and (b) Touts who are anti-social/unscrupulous/unauthorised elements/persons operating in and around reservation offices/railway stations are apprehended and handed over to the Police for prosecution under Section 143 of the Railways' Act, 1989. As a result of the drives, 174 touts were apprehended in Delhi during the period April to June 1997. The imposition of'punishment i.e., imprisonment for a term .which may extend to 3 years or fine which may extend to ten thousand rupees or both subject to a minimum punishment of imprisonment for one month or a fine of Rupees five thousand, as per law is the prerogative- of the Judiciary.

Estimated cost of Radhaiipur-Palanpur-Gandhidham-BbuJ RaUway Line

1989. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated cost of completion of Radhanpur-Palanpur-Gandhidham-Bhuj broad-gauge railway line, sector-wise break-up;

(b) the funds earmarked by Government for above line, sector-wise;

(c) the reason for granting the less amount for above line;

(d) by when the above line is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) and (b) The estimated cost of Gandhidham-Bhuj section is Rs. 42.30 crs. and an outlay of Rs. 2.12 crores have been provided for the year 1997-98. For Gan-dhidham-Radhanpur-Palanpur section, a survey has recently been taken up and further consideration of the project would be possible once the survey report becomes available.

(c) Constraint of resources.

(d) (jandhidhan-Bhuj section is ex pected to be completed in 1998-99.

इंटर-सिटी एक्सप्रेस में आरक्षण कोटा

1990. **श्री शिव चरण सिंह :** क्या रेल मंत्री यह बताने की कृपा करेगे कि **:**

(क) क्या यह सच हैं कि इंटरसिटी एक्सप्रेस ट्रेन सं. 4005 और 4006 में चित्तौड़गढ़ से चढ़ने वाले यात्रियों के लिए कोई आरक्षण कोटा नहीं हैं,

(ख) यदि हां, तो इसके क्या कारण हैं, और

(ग) क्या जनता की मांग को ध्यान में रखते हुए कम से कम 10 बर्थ का कोटा निर्धारित किया जा रहा हैं ?

रेल मंत्री (श्री राम विलास पासवान) : (क) से (ग) 4005/4006 इन्दौर-निजामुद्दीन इंटर-सिटी एक्सप्रेस चित्तौड़गढ़ स्टेशन होकर नहीं जाती हैं । इस प्रकार इस स्टेशन पर इस गाड़ी में बाहरी स्टेशन का कोटा आबंटिन करने का प्रस्ताव नहीं हैं । हालांकि, चित्तौड़गढ़ स्टेशन पर अन्य दो गाड़ियों में दिल्ली के लिए पहले से पर्याप्त आरक्षण कोटा उपलब्ध हैं ।

विक्रमशिला (मगध) एक्सप्रेस ट्रेन का मॉडल ट्रेन में बदला जाना

1991. **श्री जर्नादन यादव :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि **:**

(क) क्या सरकार दिल्ली और भागलपुर के बीच चलने वाली विक्रमशिला (मगध) एक्सप्रेस ट्रेन को मॉडल ट्रेन में बदलने जा रही हैं, और

(क) मॉडल ट्रेन की विशेषताएं क्या-क्या हैं तथा विक्रमशिला एक्सप्रेस ट्रेन कब तक मॉडल ट्रेन के रूप में चलने लगेगी ?

रेल मंत्री (श्री राम विलास पासवान) : (क) फिलहाल ऐसा कोई प्रस्ताव नहीं हैं ।

(ख) प्रश्न नहीं उठता ।

Direct train from Gandhidham to New Delhi via Ahmedabad-Nadiad-Godhra

1992. SHRI BRAHMAKUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposed conversion of railway line into BG between Ahmedabad and New Delhi and further extension to Gandhidham will take many years for completion and making operational;

(b) whether it is a fact that a direct train connecting New Delhi with Gandhidham is a necessity in view of the fact that a large number, of Central Government employees/Defence personnel stay at Kutch which is bordering with Pakistan;

(c) whether his Ministry has chalked out any programme for running a direct train from Gandhidham to New Delhi via Ahmedabad-Nadiad-Godhra to meet the persistent demand as a stop gap arrangement; and

(d) if so, by when this train is likely to be introduced and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) No, Sir. Delhi Ahmedabad gauge conversion work has already been completed and the line ha$ also been commissioned whereas a BG line already exists between Gandhidham and Ahmedabad. With this, a direct BG line between Delhi and Gandhidham has been established.

(b) There has been some demands in this regard.

(c) No, Sir.